



City of Seattle

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Seattle Freight Advisory Board

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Warren Aakervik

Linda Anderson

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Bari Bookout

Eric Candelaria

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Mike Sheehan

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The Seattle Freight Advisory Board shall advise the City Council, the Mayor, and all departments and offices of the City in development of a functional and efficient freight system and on all matters related to freight and the impact that actions by the City may have upon the freight environment.

City Council Resolution
31243

Seattle Freight Advisory Board Meeting Minutes

Date/Time: May 17, 2011 / 9:30 a.m. – 11:30 a.m.

Location: Seattle City Hall, L280

Members Present: Warren Aakervik, Linda Anderson, Alon Bassok, Eric Candelaria, Anne Goodchild, Michael Sheehan, Cameron Williams, Christine Wolf (Port of Seattle, attending for Bari Bookout)

Guests Present: Jodi Vice (Cleancescapes), Barb Ivanov (WSDOT), Jared Moore (Jacobs Engineering), Thomas Noyes (WSDOT-UPO)

City Staff Present: Peter Hahn, Charles Bookman, Tracy Krawczyk, Barbara Gray, Cristina VanValkenburgh, Jon Layzer, Terry Plumb, Ron Scharf, Connie Zimmerman, Kit Loo, Kristen Simpson, Ruth Harper (all SDOT).

Welcome and Introductions

Board members, city staff, and other attendees introduced themselves.

Public Comment

There were no public comments.

Approval of Minutes

Anne Goodchild made a motion to approve the April minutes; Warren Aakervik seconded the motion. Minutes were approved as drafted.

Chair's Report and Announcements

There was general discussion about the request to have a member of the freight board attend the pedestrian and bicycle board meetings. The time commitment seemed too great for someone to attend each meeting. Michael Sheehan volunteered to screen the upcoming agendas of each ped and bike board meeting and then decide if there was a compelling item on the agenda; if so, he would help coordinate to find a freight board member to attend the respective meeting.

Alon Bassok attended a second meeting of the chairs and vice chairs of the freight, pedestrian and bicycle boards, where there was further discussion about how to better communicate between the boards.

Project Briefings

Presenter: Jon Layzer, SDOT

Ballard Bridge Painting

The bascule (the movable section) of the bridge will be painted, likely starting in early August 2011. Painting reduces wear and tear on the bridge. Work during the peak period will be restricted to limit impacts to SB lanes in the AM and NB lanes in the PM. There will be up to 4 sets of weekend closures (limited late night hours), as well as sidewalk closures. SDOT tries to coordinate with work on other bridges to reduce impacts. Further information can be found at:

http://www.seattle.gov/transportation/bridgepainting_current.htm.

Ballard Bridge Seismic

Seismic retrofit to this bridge is funded by Bridging the Gap (BTG) and grant funds. The target is to protect to a 1000 year seismic event. Most work will be under the bridge, starting in 2012. This will take place after the painting, and affect approaches only, in and on water and on land. SDOT works with adjoining property owners to minimize impacts. Further information can be found at:

http://www.seattle.gov/transportation/bridge_rehab_ballard.htm.

Fauntleroy Seismic (Phase 2)

This bridge will be rehabilitated at the same time that the seismic work is done. SDOT is close to awarding a contract for this project. Work is planned to begin summer 2011. There will be overnight closures when the bridge is jacked.

Further information can be found at:

http://www.seattle.gov/transportation/bridge_rehab_fauntleroy.htm.

King Street Station Area Bridges Seismic

This project affects four bridges. The project will increase the seismic performance of these bridges in order to meet the City's objective of maintaining service along these key transportation corridors after a design level earthquake. Work should begin in fall 2011.

Further information can be found at:

http://www.seattle.gov/transportation/bridge_rehab_kingst.htm

N/NW 85th Street Paving

This is a major year-long project which will start in fall 2011. Sidewalks, curb ramps, and bus stops will also be rehabilitated. Detours are currently being worked out. There may be some weekend intersection closures and I-5 ramp closures. SDOT is working with WSDOT on these. The board may be interested in hearing more about the detours as details are available.

- There was discussion about 85th not currently being designated as a major truck street, while 80th and routes to 80th may not be possible for large trucks to navigate.
- There are no curb bulbs on 85th as part of this project. The only curb bulb in the project will replace a painted barrier area on Meridian.

An updated website with more information can be found at:

http://www.seattle.gov/transportation/pave_85th.htm.

Modal Planning

Presenter: Barbara Gray, SDOT

This presentation entailed a comprehensive look at modal planning and where it fits among other types of plans and planning efforts. The roles of modal plans were examined, and the 2007 Bicycle Master Plan, the 2009 Pedestrian Master Plan, and the transit master plan, which is currently being developed, were all presented. The 2005 Freight Mobility Strategic Action Plan was also discussed, with an emphasis on how this plan was different from the other three master plans.

Modal plans fall under the Transportation Strategic Plan (TSP), which is a departmental functional policy plan. The TSP bridges the gap between modal plans and the Comprehensive Plan.

All modal plans have several common elements, including:

1. Goals and objectives
2. Inventory--data
3. Network planning
4. Projects, programs, policies
5. Prioritization criteria
6. Outreach and public engagement
7. Design standards and best practices
8. Cost to implement

Cost to develop plans ranges from \$300,000 to \$600,000, plus staff time. Variables include extent of data collection, data analysis, and public outreach.

The modal plans developed to date have had a citizen advisory group during their development phase. Once the bicycle and pedestrian master plans were adopted, the Seattle Bicycle Advisory Board and the Seattle Pedestrian Advisory Board, respectively, became the stewards of the plans.

The 2007 Bicycle Master Plan (BMP) focused on developing a network of on-street biking routes, with the goals of increasing both ridership and safety. The goal is to implement the plan within 10 years, though the whole plan is not funded.

The 2009 Pedestrian Master Plan (PMP) had specific goals of safety, equity, vibrancy and health, with the idea of measuring these outcomes. It had policy and programmatic changes, and in this way was different from the BMP. Every sidewalk and intersection was inventoried. The Tier 1 (highest priority) improvements are estimated to cost \$840 million to implement, which significantly exceeds current funding levels.

The Transit Master Plan is currently under development. A briefing on this plan may come before the freight board in June.

The 2005 Freight Mobility Strategic Action Plan differs from these plans as it was done at a much higher level and did not include a comprehensive data and inventory effort. It was heavy on projects, but light on planning.

- Board members mentioned that each modal master planning effort should coordinate with other modes as they develop and implement their plans.
- Board members discussed what type of changes/improvements might be added to the Right of Way Improvements Manual through a freight planning process.
- It was noted that no designated funding source exists to develop modal plans.

Barbara Gray stated that (in terms of a freight master planning effort), formulating objectives and goals is critical in terms of prioritizing projects. Inventory work is essential, as is public engagement and outreach. Data from inventory work could help inform potential revisions to the major truck street network, for example. She further stated that modal planning doesn't solve all conflicts between modes—in a constrained environment, these will always exist.

The modal planning presentation is included as an attachment to these minutes, and is also located on the freight board webpage:

<http://www.seattle.gov/sfab/documents.htm>.

Links to other plans discussed:

Transportation Strategic Plan: <http://www.seattle.gov/transportation/tsphome.htm>

Bicycle Master Plan: <http://www.seattle.gov/transportation/bikemaster.htm>

Pedestrian Master Plan:

http://www.seattle.gov/transportation/pedestrian_masterplan/

Transit Master Plan: <http://www.seattle.gov/transportation/transitmasterplan.htm>

Adjournment

The meeting adjourned at 11:30am. The next meeting is scheduled for June 21, 9:30am to 11:30am, Seattle City Hall Boards and Commissions Room L280.